

**20th Anniversary Conference Wrap-up Inside!**

# Aviation *for* Women<sup>®</sup>

MAY/JUNE 2009

The official publication of Women in Aviation, International<sup>®</sup>

**HOW TO  
FIND THAT  
JOB!**


**A CFI of  
the Year  
Speaks Out**



**TAMING  
THE BULL**

**Chandoline Byrnes**



A woman with dark hair tied back in a red bandana, wearing a red and blue plaid shirt, is focused on working on a large, complex aircraft engine. She is using a tool to adjust a component. The background is dark and industrial, with various parts of the engine and aircraft structure visible.

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**Peggy Chabrian, Ed.D.**  
Publisher

**Amy Laboda**  
Editor in Chief

**Nancy Bink**  
Art Director

Editorial Staff  
**Rachel Krubsack**

Columnists  
**Patricia Luebke**  
**Arlynn McMahon**  
**Dr. Philip Parker**  
**Sherry Parshley, Ph.D.**

Contributors  
**Col. Thomas Deall**  
**Anna Mracek Dietrich**  
**Kim Green**  
**Mari Hueneke**  
**Kristy Kiernan**  
**Julie Summers Walker**  
**Denise Waters**

Advertising Account Executive  
**Annette Calicoat**  
(937) 669-4741

Visit the WAI web site at  
**WWW.WAI.ORG**

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PHOTO COURTESY OF KIM GREEN

**Kim Green's meeting with WWII Pioneer Anna Timofeyeva-Yegorova (center) in Russia is featured in "In Our Own Words" on page 48.**

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## COVER PHOTO

*Sure the airplane's sexy, but if Chandoline Byrnes wasn't there to help coordinate the Chambliss team, it might never fly. Photo by Jeremiah Klein.*

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## PRESIDENT'S MESSAGE

JOHN SLEMP



DR. PEGGY  
CHABRIAN

*With 15 countries participating and more than 70 international participants our 20th Anniversary International Women in Aviation Conference was one of our most international on record.*

President Craig Fuller during the general session on Saturday morning, and our awarding nearly \$450,000 in scholarships. Those who attended the tours at Delta Air Lines Technical Operations Center and the Museum of Aviation at Robins Air Force Base had a great time. And many said the off-site event at the Georgia Aquarium, sponsored by AirTran Airways, was one of our best.

We are already working with Disney's Coronado Springs Resort for some special events at next year's Conference. The hotel on-line registration is up on our web site—so you can begin making your reservations now. You can still take ad-

Dear WAI Members:

Wow! At the 20th Anniversary Conference everyone from first time attendees to those who have attended all 20 Conferences said this was the best one ever. With nearly 3,000 attendees and an exhibit hall that flowed into two rooms this year, the excitement and energy reverberated throughout the place.

Some of the highlights of the Conference included our participation in the announcement of AOPA's sweepstakes airplane winner by new AOPA

vantage of the Early Registration prices. Just use the registration form you received at the Conference in Atlanta. Mail or fax it in by April 30 and receive the best prices for next year's event. If you were not in Atlanta, we can e-mail the form to you if you contact our Ohio headquarters.

Since the Conference several members of the WAI board and full-time staff attended a two-day Strategic Planning Workshop. A review of the results of the membership survey, telephone focus group interviews, and individual phone interviews was made and several fresh ideas circulated for addressing issues that were revealed. We will be sharing more information with you throughout this year as the formal plan is completed and as we launch its specific initiatives. I'd like to personally thank all of you who responded to the survey or participated in a focus group. Your input was invaluable!

Remember to visit the Members Only section of the WAI web site to interact with other members through the chat rooms or try out our new Facebook® page. That way you'll stay up-to-date with upcoming WAI events, programs and member accomplishments. We've got fun stuff planned for summer. See you at an air show soon!

Sincerely,

*Dr. Peggy Chabrian*

Dr. Peggy Chabrian  
President/Founder

## INSIDE THIS ISSUE



JOHN RIEDEL

Empty boxes indicate hard work during Conference setup by Atlanta "Gone with the Wind" Chapter members. **Page 14**



Timeless Voices Project Coordinator Zack Baughman was at the WAI Conference, recording many attendees. **Page 14**



JOHN RIEDEL

Pioneer Mary Feik joined the group on the Museum of Aviation tour at Robins Air Force Base. **Page 14**



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**I** attend many aviation events, usually some larger ones too, such as EAA AirVenture and Sun 'n' Fun. None of these come even close to the professionalism and quality of WAI. It is such an honor to be part of this event.

I run a flight school with an associated aviation college program and hopefully next year we will have the budget to bring some of our women (and men) to attend in Orlando. The Masters Roundtable is fun and always well received (many sincere "thank-yous") but it is competing with a seriously exciting convention hall! Maybe we all can walk through the displays "en masse" with fliers and solicit (remind) participants?

You should be so proud of creating this incredible organization. Congratulations on your 20th and many more to come!

**David St. George**  
MyFBO.com  
Ithaca, New York

**I** attended the WAI Conference last week for the first time and felt compelled to write you to tell you how blown away I was by the people I met and things I experienced that week.

I aspire to enter the field of aviation law, which is unique where I come from. I will be attending law school in August, and until then, am working on my private license as a hobby that I enjoy. The only connection my university (and my world, really) ever had to the world of aviation was through our aerospace engineering program. While the program was strong, I was not in it and it did not allow me to interact with many women in aviation, let alone interact with

women with similar interests to my own.

I found out about WAI last November and am so glad I did. When I heard about the Conference, I knew I had to be there.

I absolutely loved everything about this Conference and felt so at home with nearly 3,000 other women who all love the same thing I do. I have never had any aviation in my family so my extreme love for the industry has, at times, felt a bit out of place. In Atlanta, last week, I had never felt more at home.

Thank you for starting this organization and for putting together a Conference that was absolutely perfect. And thank you for giving a young woman like me the opportunity to see that there are many others like her who share the same love for the aviation industry.

**Rachel Welford** (WAI #41261)  
University of Michigan  
Bloomfield, Michigan

**W**hat a wonderful convention! The days were packed full of learning, and the ceremonies for the Hall of Fame for Jackie Cochran and Dawn Seymour were outstanding and exciting for all WASP.

So many more young girls of all walks of life and their desire to learn is a great incentive for the others who attend. I am always so impressed. Having spent so many years in counseling and guidance, and teaching those ready to make plans for the future, I always find their new ideas so fascinating and exciting.

I shall be looking forward to attending the 2010 WAI Conference in Florida and to more exciting days in the field of aviation. May this year continue to be a happy one for our constantly growing organization.

**Jan Goodrum** (WAI #28203)  
WASP WWII President

**W**hat a super event! You, your staff and the volunteers did a first-class job with this year's Conference. We were pleased and impressed with the attendees' interest and enthusiasm not only for runway safety but for aviation as well as for life in general. Lots of positive energy. Lots of pride. It was a privilege to have been part of it. We

look forward to coming back next year with (in all likelihood) an all-female runway safety booth staff. We'd like to do a runway safety presentation, which would be conducted by Dan Cilli out of our Southern Region in Atlanta. Once again, our heartiest congratulations on an outstanding Women in Aviation Conference, which undoubtedly will continue to grow in all facets.

**Joe Ponte**

Office of Runway Safety  
Washington, D.C.

**I** wanted to write to you to thank Jenny Beatty for her most recent article in the *Aviation for Women* issue (March/April 2009). As an upcoming new mother, I have a lot of anxiety about how I will accomplish a career that takes me away from my new baby. It was nice to hear a perspective from some moms who are currently doing it and the choices they made. More importantly, I think it's good to hear that it's okay for us to change our career paths after the birth of our children.

**Tami Ueda-Heuer** (WAI #10139)  
FO Comair  
Florence, Kentucky

**T**he article on Cessna Women written by Amy Laboda (March/April 2009) stated that the one A&P was the first female to work at the Wichita service center and this is not correct. I too worked at the Wichita Citation Service Center from 2002-2006. I was not the first female; there was one before me. When I read this I was very upset. I have been a member of WAI since A&P school in 2001. Before I was promoted at Cessna, they hired two more female A&Ps. I'm not sure who they were, because we worked in different bays. I just wanted to let you know that she is not the first one.

**Melodie Hernandez** (WAI #11539)  
Wichita, Kansas

.....  
*We encourage you to submit letters to the editor. Letters may be edited for length and clarity. Mail should be addressed to Aviation for Women, 18735 Baseleg Avenue, North Fort Myers, FL 33917. You can fax your letter to (239) 567-2271, or send via E-mail: alaboda@wai.org.* ✈





AMY LABODA

## FLASHING FORWARD

**T**he 20th Annual International Women in Aviation Conference is over—the anniversary has passed. We’ve put away our champagne flutes, unpacked the office equipment and traveling booths, tucked away the suitcases and it is, for so many of us, back to business as usual. Except it isn’t. As I sift through the reams of short pieces and articles that were generated

by dedicated WAI members who came into the press room to help with our annual *Show Daily* publications, I can see how important, how life-changing, epiphany generating and overwhelmingly moving this year’s WAI Conference was for so many. And it pleases me.

I don’t do this for my health, you know (too much sitting and stress), but we all do this for our well-being. And the overriding themes of all of these snippets and slivers, glimpses and profiles leftover on my desktop are optimism, hope, humor, perseverance and the benefits of change. Yes, there are even the benefits to difficult change.

So many of us, including most of the founding board of WAI, spent time during this past get-together marveling at the nearly 3,000 women (and so many men of such a broad range of ages, too!) who wandered the exhibit halls and populated the nearly 50 educational sessions over two days. We flashed back to when it was just 150 of us, or 300, or 500. We remembered setting up audio visual ourselves (and fixing it on the fly). We remembered the bonding, the cross-pollination of swapping stories between women who worked in so many different aspects of the aviation industry, and the excitement of meeting the same people a year later, and seeing how we’d all grown.

It feels good to touch base with where you’ve come from, but it is only beneficial if you use that good feeling as perspective enhancement that can allow you to move on.

I’m ready to flash forward now, and begin imagining where we will be this summer, and into next year. The state of the world’s economies may daunt some, but I forecast that the

power and energy gleaned by all WAI members who participated in this very special Conference will take them over any obvious bumps in their career paths, and help them figure their way around any barriers that appear to block their way. Best of all, those who took the time to get to know WAI for the first time now have new tools in their armory and new connections to ally with in their pursuit of their aviation passions.



### CAN YOU FEEL THE PASSION?

*It was an absolute privilege to reunite with nearly all the members of the founding board of Women in Aviation, International during the recent 20th Anniversary International Women in Aviation Conference.*

*Pictured (left to right) Nelda Lee, Dick Koenig, Bobbie Roe, Janice Elrod, Carolyn Williamson, Amy Laboda, Nancy Rosen, Cassandra Bosco, Amy Carmien, Mary Ann Eiff, Peggy Chabrian, Sandy Anderson, Gary Eiff, Trish Beckman.*

Do you know someone who could benefit from the kind of energy shot you felt from attending the WAI Conference? Reach out to them, give them an *Aviation for Women* magazine, forward your WAI Connect newsletter to them, and get them involved in this, your organization. Help us make aviation better, one new, passionate member at a time. ➔



### WAI Welcomes New Official WAI Chapter

#### Women in Aviation, Daniel Webster College Chapter #64

Nashua, New Hampshire  
**Erin Pedersen**, President  
**Carly Butwell**, Vice President  
**Shirley Phillips**, Secretary  
**Marcia Wescott**, Treasurer  
**Gregory Warwick**,  
Membership Chair

### WAI Welcomes Two New Provisional Chapters

#### Women in Aviation, Delta 22s Chapter #85P

Cleveland, Mississippi  
**Zalak Mehta**, President  
**Megan Tutor**, Vice President  
**Jake Sheehan**, Secretary  
**Sean Sims**, Treasurer  
**Rebecca McCracken**,  
Membership Chair  
**Russell Cardwell**,  
Outreach Chair  
**Brett Oleis**, Advisor

#### Women in Aviation, York College/CUNY #86P

The City University of  
New York, New York  
**Daysi Manzano**, President  
**Hanna Mohammed**,  
Vice President  
**Lynnette Perez**, Secretary  
**Mical Tewolde**, Treasurer  
**Shivanand Sooknanan**,  
Membership Chair  
**Sabrina Ali**, Outreach Chair  
**Michel Hodge**, Advisor



Lt Col Jennifer Crossman (WAI #41474), Chief of Safety, RAF Mildenhall, with International School student Angeline Couch, at the controls of a KC-135 at RAF Mildenhall.

PHOTOS COURTESY OF BOX D CHAPTER

### BOX D CHAPTER

The Box D Chapter, in conjunction with the USAF at RAF Mildenhall, U.K., hosted a tour of a KC-135 for fifth graders from the ACS Hillingdon International School in London. The students held a balsa wood airplane competition, toured a RAF Mildenhall KC-135 Stratotanker, and saw a working-dog demonstration while parents were treated to a KC-135 simulator flight.



Students from the ACS Hillingdon International School in London pose with USAF and WAI, Box D members in front of a KC-135 at RAF Mildenhall, UK.





The WWW Chapter members at the 2009 Midwest Aviation Conference & Trade Show. Standing: **Barb Hoberock** (WAI #17393), **Bill Camp** (WAI #14869), **Karan Hofmann** (WAI #18287), **Teresa Camp** (WAI #6879), **Keri Evans** (WAI #10902); sitting: **Carrie Kniker** (WAI #11462) and **Jen Moore** (WAI #15221).

## WOMEN WITH WINGS CHAPTER

The St. Louis Women With Wings (WWW) Chapter supported the 2009 Midwest Aviation Conference & Trade Show (MACTS). This year's MACTS included an FAA sponsored Super Safety Seminar and Flight Instructor Refresher Clinic. Both included presentations by professional educators and local aviation industry service providers. As part of the Trade Show, the WWW manned a booth displaying photos of members supporting their love for aviation.

Also as part of MACTS, the Chapter hosted the Annual Midwest Aviation Awards Banquet where St. Louis aviators were acknowledged for their contributions and accomplishments in aviation. WWW President **Karan Hofmann** proudly presented **Nelda Lee** (WAI #15) the Outstanding Woman in Aviation for her tremendous continued contributions to the aviation community (one duty is serving on the Women in Aviation, International Board of Directors).

Dinner and a Movie was the WWW event for February—a casual dinner gathering at a local Chinese buffet followed by attending the local American Institute of Aeronautics and Astronautics (AIAA) Chapter's presentation of "American Experience: Fly Girls."✈



Congratulations to Amanda Steele (above), winner of the Telex Scholarship at the 2008 Women in Aviation Show.



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MARI HUENEKE

## RECRUITING 101: FACTS, NOT FANCY TECHNIQUES

As a child, I was fascinated with airplanes and the burgeoning commercial flight industry. I used to ride my bike to the outskirts of our nearby airport, trying to get an up-close look at the planes taking off. Even as a young girl, I felt a calling to the skies and I dreamed of being a pilot. There was nothing like the smell of jet fuel, as those with aviation in their blood will certainly understand.

### Dreaming of the Skies

My parents did not encourage my plan to join the Air Force. It was during Vietnam, and they worried about my safety. So I became a flight attendant. Working with other women fascinated by aviation was rewarding and fulfilling, and the travel was wonderful. But my time as an attendant was short-lived. I soon married and left the skies and pursued another career.

Using the analytical side of my personality, I trained as an engineer, but because life always throws curveballs, I ended up working in sales and marketing for a successful electronics company. I thrived in that fast-paced environment.

Building on my experience in sales and marketing, I was eventually able to make the leap back to where my heart was—in the skies—when I joined TransPac Aviation Academy in Phoenix, Arizona. Working for a top-tier flight school as head of communications, student recruitment and development, I now play an integral part in fulfilling others' dreams of becoming a pilot.

### How to Get Started

Choosing the right environment for training is essential to becoming a successful professional pilot. I recommend after conducting online research and calling prospective schools, that you choose three schools and visit them. Examine all the facilities—are they in good repair and well taken care of? Then, ask to speak with an instructor at the school, as well as students and recruitment professionals. Make sure you get a diversity of opinions and perspective from different sources on campus. Individual responses will speak volumes about the kind of experience you will actually get from that school.

#### Know what questions to ask, such as:

- **How much time will I have with my instructor?**
- **How much flight time will I receive?**
- **What type of aircraft will I be flying?**
- **How large is your fleet?**
- **What is your student-to-instructor ratio?**
- **How many missions do you fly per day?**
- **Do you have an in-house maintenance staff to keep your fleet in good repair?**

#### • What other training tools are here for me to become successful?

Look for a school with ample teaching aids on campus and no short cuts. Check that the curriculum is thorough. Make sure on an intuitive level that the school is a fit for you. If it feels right, it is right.

### Recruiting Instructors

When it comes to recruiting Certified Flight Instructors, I am more aggressive in my quest to seek out the best trainers for our students. Recently, our student development office had the task of increasing the number of certified flight instructors by a little more than double. The school went from 48 certified flight instructors to 117 in a matter of months. This was particularly rewarding because the hiring of the instructors in turn helped us improve our academic instruction by locking in our low student-to-teacher ratio of 4:1.

### Recruiting Women

Altogether, our academy employs six female certified flight instructors and we continue to look to increase that number. As a recruiting professional and generally speaking, when I am in a discussion with a young woman looking into aviation, the discussion is motivated by her desire to see where aviation can take her—literally.

One female student who came into my office said that before she would consider becoming a pilot, she wanted to learn everything she could about the planes. She chose to become an A&P certified mechanic. After working in our maintenance shop she enrolled as a flight student.

I am encouraged that slowly more and more females are enrolling in flight schools, recognizing aviation is very open to women. Most young women who walk through my door are not bashful or intimidated; if this is something they want, they embrace it and jump in with both feet. ➔

.....  
*Mari Hueneker is the marketing and career advisor for TransPac Aviation Academy, based in Phoenix, Arizona, specializing in quality ab initio education and enhanced pilot training programs. Visit them at [www.transpacacademy.com](http://www.transpacacademy.com).*





DENISE WATERS

**What kinds of records or logs do I need to keep as a maintenance technician?**

That's a great question, and just in time for spring cleaning. Now is a good time to review your own records, including school transcripts, certificates, records of continuing education and workplace logs, see what's

missing and get things in order for job applications and WAI 2010 scholarship application season, which is just a few short months away.

FAA regulations require logbook entries and/or record documentation for work completed (Part 91-General Operating and Flight Rules, Sec. 91.417) for all technicians and mechanics working with aircraft. Logbooks and records are the aircraft owners' and remain with the aircraft, not with the mechanic.

FAA certificated Airframe & Powerplant (A&P) Mechanics with Inspection Authorization (IA) have the option of renewing their IA utilizing one of a few different methods (Part 65, Certification: Airmen Other Than Flight Crewmembers, Section 65.93). A couple options involve performing particular work during specific time periods. Keeping a work-performed-log, including the date, aircraft number, make/model,

serial number, aircraft hours and work performed, is the IA's responsibility. It is a way of showing proof of work to the Administrator for renewal purposes.

And what about the recording rules for other technicians and mechanics? Many commercial, corporate and other facilities have internal systems that record the daily work of those individuals they employ. Through these, it is also possible to "view" work by each technician or mechanic. You can simply input your name and retrieve your experience and completed work list. Training courses may also be included.

Some things you should be aware of when sorting out your records include: Does a test score time out after a certain period, making it no longer valid to pair with an oral and practical examination? How about a training certification—do you have to renew it? If you are out on disability does the system that logs your information and your day-to-day work "lose" you and restart at zero upon your return? Can you take the information in your company's work logs with you as your own if you change jobs?

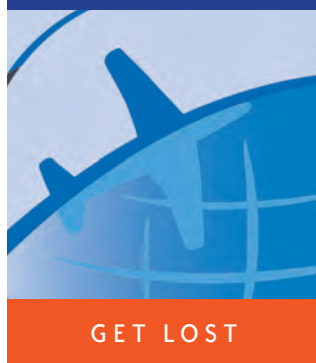
Can you tell that I like keeping my own records? Logging training, testing, certificates, scholarships and awards myself keeps everything in one place. It's easier to update and I have a total history reference available when I'm applying for school, scholarships or work. My log is similar to that mentioned above for work performed, with a little extra for the rest. ✈

.....  
*Denise Waters (WAI #221) is an FAA-certified A&P mechanic and pilot. She enjoys air racing as a passion.*



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## SPOT IT

WAI member CarolAnn Garratt and Carol Foy did, and the SPOT Personal Messenger allowed the two world-rounders to broadcast their location at regular intervals on their record-setting around the world jaunt to raise awareness and money for ALS during their “Dash for a Cure” last year.

If there had been a problem, they would have only had to touch the HELP or 911 buttons to broadcast a satellite distress signal, and rescuers would be on the way. Most people perceive the technology in the little orange box you can hold in your fist as expensive, or only for those who live out on the edge. But for \$269.88 (that includes one year of basic service that is typically \$99) it is hard to argue with satellite-based peace of mind. For more information go to [www.findmespot.com](http://www.findmespot.com) or call (866) OK1-SPOT.



## AquaVee Portable Swim System

Face it—swimming in a small hotel pool, or even the one you might have in your backyard, is not the best exercise in the world. The compact and portable AquaVee swim system promised to change that. So I gave it a try.

The kit consists of a couple of strong rubber suction cups, springy surgical tubing, and a buoyant swim belt. The Pilates Plus system has extra stretchy hand-pulls for more exercise. You attach the suction cups to the pool tile above the water line, strap on the belt, and swim against the tension.

And it works! You get far more of a workout than taking three strokes and turning, then taking three strokes again. The belt-and-tubing system stays out of your way, so you can swim any stroke. And when you're done, the whole contraption drips dry in a compact net bag that weighs just under one pound, and slides back into your carry-on. The AquaVee system starts at \$89.90 and is available from [www.AquaVeeOnline.com](http://www.AquaVeeOnline.com) or by calling (877) 331-7554. —A.L.



### *Touching History* *The Untold Story of the Drama that Unfolded in the Skies Over America on 9/11* by Lynn Spencer

**T**he now nearly infamous 9/11 Commission would leave you believing that Americans had their heads in the sand on that fateful day at the beginning of this millennium, but airline pilot, flight instructor, and author Lynn Spencer's research proves otherwise. This gripping, historically-accurate drama is culled from hundreds of interviews undertaken by this WAI member over the course of several years. Go behind the scenes and see how those in

the trenches worked in concert to stop the insanity and warn the world about what was happening, even when those in the bureaucracies they worked for sat in confusion. *Touching History* is tough to pick up because of its subject matter, but the tight prose will grab you, and you won't put this book down.

ISBN 978-1416559252

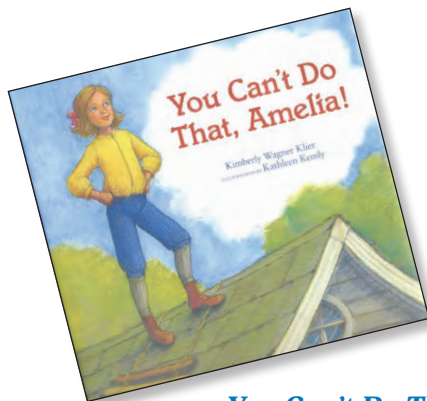
Published by Free Press, New York, NY; 2008.

Hardcover; 320 pages; \$19.76

[www.amazon.com](http://www.amazon.com)







***You Can't Do That, Amelia!*  
by Kimberly Wagner Klier  
illustrated by Kathleen Kernly**

**Review by Amy Laboda**

bet you didn't know that young Amelia Earhart wanted to build roller coasters, or that she even built one from the roof of her house to her front yard, but she did! This whimsical children's book, geared for the seven-to-nine-year-old set, captures the energy of a young adventurer with humor and even a little adulation (and some historical accuracy thrown in, but not so much that they think they are reading history). It is altogether great fun!

ISBN: 978-1-59078-467-9

Published by Boyds Mills Press, Pennsylvania; 2008.

Hardcover; 30 pages; \$16.95

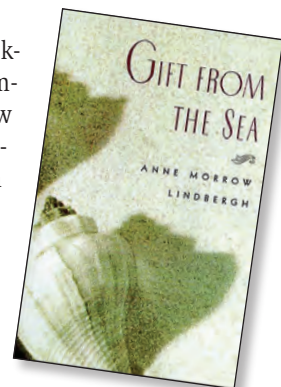
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***Gift From the Sea*  
by Anne Morrow Lindbergh**

**Review by Kristy Kiernan**

Long before the term "work-life balance" became commonplace, Anne Morrow Lindbergh examined this subject through the lens of her own life as an aviator, writer, mother, and wife of Charles Lindbergh. This is a little book that can be revisited at any age and provide different insights each time. It is especially appropriate for any woman making a transition in her life, whether it be a lost job, new baby, or milestone birthday. If you've never read this book, or haven't read it recently, check out the 50th anniversary edition, complete with an afterword added by Lindbergh in her later years.



ISBN 0-679-73241-1

Published by Random House, New York; 2005.

130 pages; \$9.95

Available at your local bookstore or

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# ISLAND TIME: *A Place for Eagles*

When travel is a part of your everyday job, the romance and thrill of the whole process tends to dull rapidly. For families that can be a drag, because when everyone who hangs at home is ready to really get away, the family member who works in the industry imagines the best kind of vacation curled up on their own back porch, not moving. There are few places on earth that can solve this puzzle. Eagle Island is one of them.

A private island set on high ground surrounded by the nearly 400,000-acre Georgia salt marsh and only a few miles from both deserted beaches and civilization (just depends which way you want to point your kayak), Eagle Island is reasonable, rustic, and absolutely the lap of luxury for those who are trying to escape. You get all that with accommodations that are comfortable, and anything but a hotel.

Imagine two fireplaces (one indoor, the other in front of the hot tub) and a lake-side fire ring you can sit by and listen to the bullfrogs croaking through the night.



*Left: An aerial view of Eagle Island shows the house, on high ground surrounded by hardwoods, and the high and low salt marshes that dominate the wide-open landscape. Above: The view from Eagle Island's private dock. Inset: The living room and loft areas.*





A full kitchen upstairs, in a grand space with soaring views, and an outdoor kitchen downstairs (owner Andy Hill will stock your groceries, including the ingredients and recipe for his oyster roast and low country shrimp boil, in advance, if asked). The roomy house sleeps up to 12, but is still cozy for two. There is satellite TV, WiFi and ping pong for the uninspired, and forested trails, boardwalks over mud flats, creeks to kayak and a huge dock to fish and crab off, as well as those deserted beaches to trek down, for the rest of us. And yes, if you come at the right time of year, there is even a nesting pair of American Bald Eagles you can study from the comfort of

the hot tub, by a roaring fire, as you watch the sun rise over the marsh and set into the towering oak hammock that surrounds you. And the only sounds are nature and you.

Rates for two (two-night minimum) start at \$400 per night on week nights, and even filling the place up with friends and relatives and asking Andy Hill for some catering help won't break the bank. Transportation to/from the island by boat from the docks at Darien, Georgia, is included. Pilots flying in to Brunswick Golden Isles airport (KBQK) can get a pick up/drop off from Andy Hill, also included. For more information go to [www.privateislandsofgeorgia.com](http://www.privateislandsofgeorgia.com) or call (912) 222-0801. ➔





# OUR 20TH ANNIVERSARY



KRISTINE VOLK





# AND THEY CAME



Nothing, not the economy, not change of government, nor conflicts worldwide, could deter the nearly 3,000 women and men who gathered in Atlanta, Georgia, at the end of February, from attending this meeting, which so many returnees call their

“once-a-year energy fix.”

This Conference was not special because it was a reunion for WAI’s founding board of directors, or a walk down “memory lane” for a few who have attended every single year. It wasn’t special because of a volunteer of the year’s opportunity to show off his home base with tours of Robins Air Force Base, or because sponsor AirTran Airways put on one of the grandest Friday night receptions ever at the spectacular Georgia Aquarium. It wasn’t the tremulous but still-strong voice of WASP Marion Hodgson, sitting tall at the banquet podium bringing us all back to the risks and rewards of a woman pilot wearing an officer’s uniform during WWII, or the cheers of the standing audience as five new inductees were welcomed into the Women in Aviation, International Pioneer Hall of Fame. Sure, we gave out nearly \$460,000 in scholarships, and raised almost \$20,000 for the WAI Endowment Fund, but that’s par for the course.

What made this 20th WAI Conference special, in the end, for each attendee, was the same buzz, the same all-encompassing and buoying sense of camaraderie and cooperation, the same spirit of mentoring and enthusiastic embrace of change that makes every WAI Conference the most productive and inspiring gathering of aviation enthusiasts, devotees, and professionals that you will ever attend. Because in the end, WAI is all about inspiration, change, innovation and moving forward.

If you were there, read on and see yourself in these pages. If you were not, discover what you missed, and vow not to miss it next year.



BONNIE KRATZ




**Pioneer Hall of Fame inductee  
Dawn Seymour**

JOHN SLEMP

PAULA GRUBB

THANK YOU TO ALL OUR VOLUNTEER CONFERENCE PHOTOGRAPHERS, ESPECIALLY JOHN RIEDEL, PAULA GRUBB, JOHN SLEMP, KRISTINE VOLK AND BONNIE KRATZ.





The Boeing Company

## Where would we be without our sponsors?

Not one of these companies listed balked at the idea of sponsoring a Conference so select, and for good reason. Women in Aviation, International encourages diversity, in hiring practices, in the aviation and aerospace workforce and in the aviation and aerospace education programs around the world. Diversity makes our work world more interesting, our inventions more creative, and frankly, it has been proven to make companies, even large corporations, run better, compete better. Our sponsors provide the fuel that the Women in Aviation, International fire needs to provide scholarships, educational sessions and inspiring speakers to you. We thank them for their support this year, and in the good times to come.

JOHN RIEDEL

JOHN RIEDEL







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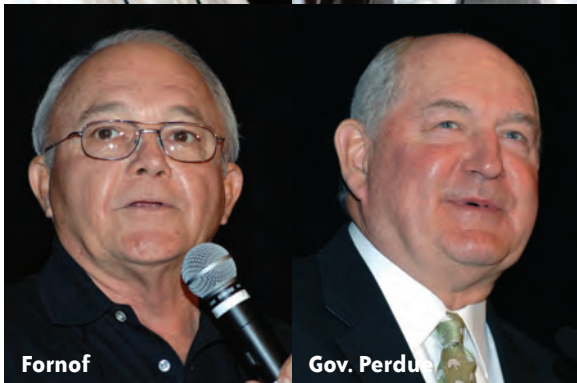
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Anderson



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Jessica Cox



Fornof

Gov. Perdue



Victoria Cox

Deckelbaum



Whitson

Love



PAULA GRUBB

The sense in the room was that this was an event to be remembered, an opportunity that would not readily present itself again. At the front of the packed auditorium, nine petite women with carefully done silver hair, square shoulders and truly genuine smiles waited and chatted as the final preparations were completed. They were Women Airforce Service Pilots (WASP) in World War II, and were here to share their wisdom, experiences and laughter with the fortunate attendees of the 20th annual Women in Aviation, International Conference in Atlanta, Georgia, last February.

**by Anna Mracek Dietrich**

A combined love of flying and a desire to serve their country united each of them in their decision to answer the call and join the WASP. Some, like Dot Swain, who was a flight instructor for the Navy, had already been serving. Some, like Jan Goodrum, learned to fly in college thanks to civilian training that was instituted specifically to help the war effort. Dot joined up with the WASP because “they just looked like they were having more fun.” Jan was the only woman out of 19 trainees at the University of New Hampshire in 1940. Lucile Wise started to fly in 1941 and like so many aspiring pilots, “spent all [her] time and all [her] money at the airport.” Dawn Seymour flipped a nickel to decide if she would enter the March 1943 (43-W-5) class.

And that was just one education session out of nearly 50 afternoon sessions over Friday and Saturday during the Conference. If you were there and paying attention, you definitely got what you came for.

Morning speakers were varied and dynamic, from air show personalities to astronauts, experienced pilots (one who happened to be the Governor of Georgia) to one who had just earned her Light Sport Rating, captains of government and industry and just plain airline captains, they each brought with them one singular message—persevere through the tough times and take advantage of the experiences to grow, because it won’t be long before this world will have you out on your own wings and soaring.





Chabrian, Amodeo and Fuller

## THE EXCITEMENT

**K**aroline Amodeo thought attending the International Women in Aviation Conference courtesy of the Aircraft Owners and Pilots Association was a great opportunity, but the elaborate ruse concealed an even bigger prize—a completely refurbished glass cockpit Piper Archer II. The 25-year-old private pilot from Hopewell Junction, New York, appeared on stage at Saturday morning’s general session to assist AOPA President Craig Fuller in what she was told was a special presentation. When Fuller pulled out an envelope, saying he was

announcing the name of the winner of AOPA’s annual aircraft sweepstakes, Amodeo smiled politely, holding a model of the aircraft, and silently thinking maybe AOPA would let her keep the model. But

Fuller held the contents of the envelope just so—so that Amodeo could read the winner’s name. “I saw and then heard him say Karoline, and I thought, wait, I’m Karoline!”

**by Julie Summers Walker**







JOHN SLEMP

Stephenson



JOHN RIEDEL

# FIRST TIMERS

**T**hough women is in the title, Women in Aviation, International, inspires females of all ages and that's especially true for Takarai and Amelia, both first-time attendees and the future of aviation.

Takarai Griffin is the six-year-old daughter of an Air Force Reserve non-commissioned officer. Born in Buffalo, New York, she brings a keen understanding of why WAI is important both long and short-term.

"I came here with my mother to enjoy a vacation," said Takarai. "But I think it's really cool that so many women are here, especially women like Jessica who flies with her feet."

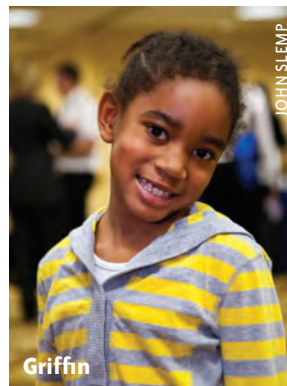
When asked why WAI is important, she immediately turned to another example of courage.

"Rosa Parks showed courage when she sat on the bus," said Takarai. "She showed us that it doesn't matter whether you're a man or woman. It just matters if you really want to do it."

Echoing her young friend, 12-year-old Amelia Stephenson also expressed a keen understanding of why such a gathering is important. "I think everyone should have an equal chance to do whatever they want," Amelia said. "Being here reminds us that so many women have been challenged before us and that helps us today."

Amelia continued, saying, "I did a report on the WASP and learned a lot. I realized that what they did gives me the chance to do whatever I want to do without facing the same trouble and challenges. By attending with my mom, I get the opportunity to learn from all these women and it helps to remember what she told my sister and me—that it's an open world. This Conference helps to show us what's out there."

Takarai and Amelia's moms are members of the Air Force Reserve wing located on Maxwell AFB, Alabama.



JOHN SLEMP

Griffin

**by Col. Thomas Deall**



KRISTINE VOLK

First time attendee  
Bee Falk Haydu

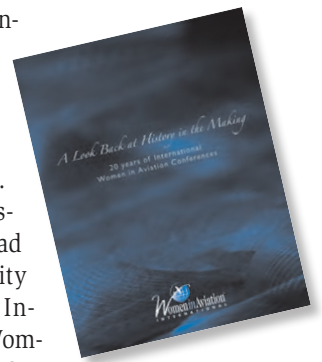


It was the year 1996 when Northwest Airlines added to the excitement of the Sixth Annual International Women in Aviation Conference by providing a type rating worth \$35,000 to a very excited WAI member. That award set in motion WAI's extensive scholarship program, which has become a cornerstone of WAI's outreach and development activities both by and for our members.

John Dasburg, then president of Northwest Airlines, was the driving force behind this first scholarship for WAI.

This year Dasburg finally had the opportunity to attend an International Women in Aviation Conference. He's pictured here with his wife, Mary Lou Dasburg, and Richard Anderson, CEO of Delta Air Lines (of which Northwest Airlines is now a part). Anderson spoke at the Conference during the Friday General Session and pointed out that Dasburg was a pioneer for WAI, too.

Want to see more WAI history? You can purchase your copy of the WAI 20th Anniversary Memory Book, chock full of 20 years worth of pictures and anecdotes from two decades of WAI Conferences, from the WAI store at [www.WAIstore.org](http://www.WAIstore.org).



Anderson

Dasburg

TED MALLORY



Members of the new  
New York City Provisional Chapter  
WAI York College/CUNY #86P  
with Dr. Chabrian

PAUL GRUBB

KRISTINE VOLK



New Member Social

JOHN RIEDEL



# 2009 WAI SCHOLARSHIP WINNERS

Airbus A320 Type Rating Certificate Scholarship

**Michele McVenes**

Airbus Leadership Grant

**Lulu Ferdous**

**Alfred Adjokatcher**

Airline Dispatcher's Federation Scholarship

**Chinwe Nneoma Nwaobasi**

Airline Ground Schools, Inc.

**Kristi Jeannie Heer**

**New for 2009**

American Airlines Travel Awards

**Lindsey Ucki**

**Jennifer Camp**

**Allison Schnaedter**

**Sarah Mitchell**

**Tegan Rieser**

**Nicole Maillet**

Boeing Company Career Enhancement Scholarship

**Elizabeth S. Fleming**

**Amanda Kauffman**

Bombardier Lear Jet 31A

Pilot Type Rating Scholarship

**Angela Jennings**

Cessna "Earn a Private Pilot's Certificate" Scholarship

**Melissa Whalen**

Cessna Scholarship for

Citation Encore Type Rating

**Kimberlie Miller**

Dassault Falcon Jet Corporation Scholarship

**Hope Marie Wilson**

Delta Air Lines

Aviation Business Management Scholarship

**Laurel Grace Mabry**

**Amber Laree Sulzner**

Delta Air Lines Boeing B737-800 Type Rating Certificate Scholarships

**Alicia Nault**

**Julia Eleanor Reiners**

Delta Air Lines Engineering Scholarship (Includes Conference Trip)

**Anton Mikhailovich Kolomiets**

Delta Air Lines Engine Maintenance Internship

**Sousan Alexander**

Elisha Hall Memorial Scholarship-Wright Chapter

**Rachel Anne Mohr**

Express Jet Airlines Regional Jet Transition Course

**Heidi Klein**

FedEx Express Flight Scholarship

**Christy Garvin**

FedEx Express Flight ATP Scholarship

**Robyn Hinnant**

FedEx Express Technical Operations Scholarship

**Elizabeth S. Fleming**

**New for 2009**

From Rose to Rise Scholarship

**Daphne Latrina Moore**

"If You Can Dream It, You Can Do It" Scholarship

**Emmaculate Nanyongo Muambo**

Kathy K. Hodgkins Memorial Scholarship

**Erika Sue Peckham**

Keep Flying Scholarship

**Jinko Otsuka**

**Ana Beltran**

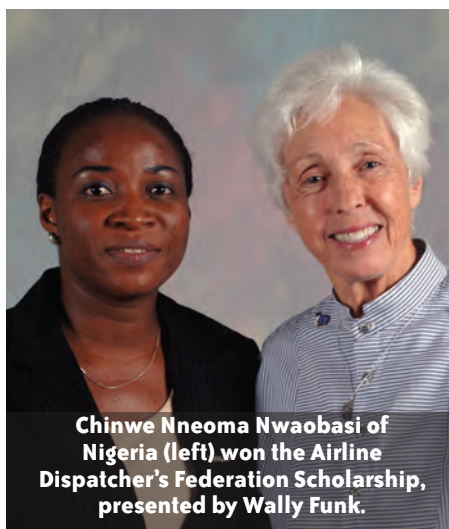
New Horizons Memorial Scholarship

**Karen Beth Payne-Frederick**

**New for 2009**

O. D. Clemmer Memorial Scholarship

**Kathryn Allison**



**Chinwe Nneoma Nwaobasi of Nigeria (left) won the Airline Dispatcher's Federation Scholarship, presented by Wally Funk.**



**Winners of Delta Air Lines scholarships (left to right), Sousan Alexander won the Delta Air Lines Engine Maintenance Internship. Alicia Nault and Julia Reiners won type ratings, and Anton Kolomiets won an Engineering scholarship. Amber Sulzner and Laurel Mabry were Business Management winners.**





Heather Heidinger was delighted to win the Telex Flight Training Scholarship.



Connie Bowlin (right) gives the O.D. Clemmer Memorial Scholarship to Kathryn Allison.



Sporty's Foundation awarded a Recreational Pilot Flight Training scholarship to a small aircraft maintenance person. This year's ecstatic winner was Sharon Riffle.

## 2009 AWAM SCHOLARSHIP WINNERS

Abaris Training  
Scholarship

**Evan Beckman**  
**Katherine Tounge**  
**Rebecca Tenorio**

Elliott Aviation  
Scholarship

**Rachel Adams**

FlightSafety  
International's Principles  
of Troubleshooting

**Natasha Pelham**

Girard Aviation  
Maintenance Scholarship

**Brandy Haeger**

Horizon Air's  
Basic Principles of  
Troubleshooting

**Yesenia Arroyo**  
**Sousan Alexander**

JetBlue Maintenance  
Scholarship

**Susan Wadas**  
**Joshua Grundt**

Pratt & Whitney  
Maintenance Training  
Scholarships

**Sousan Alexander**  
**Natasha Pelham**  
**Anna Romer**  
**Yesenia Arroyo**  
**Wendy Kellett**  
**Anita Ali**

Rice Family's "Helping  
Hand" Scholarship

**Wendy Kellett**  
**Ryan Perez**

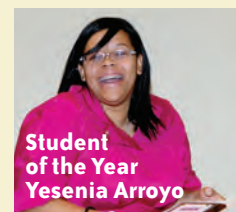
Southwest Airlines  
Maintenance Training  
Scholarship

**Yoshino Sugita**  
**Susan Wadas**

"Tools Beneath Your  
Wings Scholarship" Hon-  
oring Richard L. Waters  
**Luciana Sapien**

Aircraft Technical Book  
Company Scholarship  
**Kansas State University**  
**Embry-Riddle**  
**Aeronautical University**

Student of the Year Award  
**Yesenia Arroyo**



Teacher of the Year Award  
**Raylene Alexander**

Beyond All Odds Award  
**Jerri Evans**

Pratt & Whitney Maintenance Scholarships

**Annemarie Korzan**  
**Amanda Wingrove**  
**Yesenia Arroyo**  
**Christopher Richmond**  
**Hildah Kafota Simulambo**  
**Anna Romer**

R-W Foundation Scholarship

**Lindsey Ucki**

Ride the Sun Scholarship

**Kristin MacKenzie Hope**

**New for 2009**

Sporty's Foundation Scholarship  
**Sharon Riffle**

Telex Flight Training Scholarship  
**Heather Heidinger**

WAI Management Scholarship  
**Nicole Maillet**

Women in Aviation, International  
Achievement Award

**Allison Schnaedter**  
**Sarah Mitchell**  
**Teagan Rieser**

Women in Corporate Aviation Career  
Scholarship

**Jamie Melton**

Women Military Aviators  
Dream of Flight Scholarship  
**Kristen M. Bloodsworth**

Gen. Chuck Yeager Scholarship  
**Jennifer Camp**

(left to right) Shannon Brown of FedEx Express awarded three scholarships this year, to Elizabeth Fleming, Christy Garvin, and Robyn Hinnant.



# Taming The Bull

Chandoline Byrnes is one of just a few female Team Coordinators working the Red Bull Air Race World Championship.

COURTESY OF RED BULL



The company's slogan has wings, so why not create an entire air race to promote its products? That was the thinking behind the development of the Red Bull Air Race World Championship in the early 2000s. As the races developed their NASCAR-like aura and equivalent following, it only goes to serve that a few good women would be involved.

Chandoline Byrnes is one of those women. As the Team Coordinator for racer Kirby Chambliss (the signature Red Bull-sponsored pilot) the past three seasons, Byrnes' job is multifaceted.

"I'm in charge of the logistics of getting the team to each race. Hotel, rental cars, airline tickets, shipping the tools, airplane, customs and immigration," she says. And that's just before the team leaves its home base outside Phoenix, Arizona, where Chambliss lives on his own fly-in ranch. "I'm Kirby's massage therapist, a point of contact for the media, scheduling his interviews...and really his entire daily schedule so that he can just focus on racing. I also go to air shows with the team and handle all of that paperwork, too," she smiles, making it all sound easy. Not.

**by Amy Laboda**

If you are looking for a nine-to-five job, whatever you do, don't apply to be a Red Bull Racing Team Coordinator, Byrnes will tell you, laughing. "You work what it takes to get the job done," she explains. "Some days that could be 14 or 16 hours. But when we are not traveling and on the road Kirby is conscious of giving us our personal time....I definitely am on my computer and the phone, but I do get down time."

Byrnes' experience before she came to Red Bull included a love of massage, which led her to East-West College of the Healing Arts in Portland, Oregon. While working as a massage therapist she was introduced to sky diving, and she was hooked. "I signed up for the Accelerated Freefall Course that day. It is about eight jumps with two, then one instructor with you, then you are on your own," she says.

At the intersection of sky diving and massage came aviation. "I moved to SkyDive Arizona and began doing massage at the drop zone. I was recommended by a colleague. Kirby was looking for a massage therapist familiar with aviation. He has chronic neck problems from all the gs that he pulls. We met and talked, and by the end of that meeting he of-

PHOTO AT RIGHT BY JEREMIAH KLEIN



If you are  
looking for a  
nine-to-five job,  
whatever you do,  
don't apply  
to be a Red Bull  
Racing Team  
Coordinator,  
Byrnes will tell  
you, laughing.







ferred me the job. It has been a surprisingly easy transition for me,” she says.

“Red Bull has the team coordinators do media training, giving us lessons in how to stay in control of an interview, for instance,” she explains. “That’s helped me feel armed, and clear. I’ve also had to get used to having my picture taken, and people asking me personal questions,” she smiles. “Our focus, though, as Team Coordinators, is safety.” According to Byrnes, with her handling the paperwork, the travel arrangements and even the racers’ schedules and other crewing responsibilities on an hour-to-hour basis during racing season, the racers can concentrate on what they are paid to do—race.

Even the best description of Byrnes’ job pales, however, to watching her work. One moment she is deep in concentration over spreadsheets on a MacBook, and using a dry-erase whiteboard to make adjustments to meet Red Bull’s demanding timeline. Another she is standing by her racer, making sure that the seemingly unending line of autograph-seekers never gets overwhelming for him. She’s there to hold cameras, snap pictures, but most of all, she is there to tap Chambliss on the



KRISTINE VOLK



AMY LABODA

shoulder when it is time for him to step away and suit up for the racing.

Byrnes and mechanic Jason Resop (who is also a flight instructor when not on tour with Chambliss) push the shiny Edge 540, a lightning fast machine, from the hangar area across the tarmac of the Red Bull staging area, and up to the shady start-up area under the ramp traffic control tower (also “manned” by a Red Bull woman this day, Sarah Zimmermann). Byrnes holds a water bottle, while Resop holds Chambliss’ helmet, and the three work in concert through a series of mental checklists that culminate when Byrnes and Resop step back and Chambliss calls “clear prop.”

From there it is up to Chambliss, the two concede. But that doesn’t mean that they don’t stroll at a brisk pace back across the busy tarmac to the hangars, where they can watch the action on the race course through a private live-feed.

It is clear to see that these two, like the other teams in the colorful hangars surrounding

them, are invested in their racer. They hold their breath as he slices through the towering race gates and pulls nine gs in the screaming tight turns. There are knife-edge passes and then finally, the celebratory pull up, snap rolls and loops as he exits the course.

“Yes!” they both cheer. A clean run and a good time puts Chambliss in the number two spot for the moment. But there’s not much time before he’s back, refueling immediately, with Byrnes and Resop again at his side. It is up to them to get the airplane safely back in the hangar with cooling fans on the engine face. Resop turns his attention to tweaking the machine, while Byrnes hands Chambliss a water bottle and a cool towel, then waits to hear what he’s thinking. The live-feed keeps running on the flat screen monitor pinned to a corner wall of the hangar. It catches their attention and they study another racer’s moves. And basically, that is how it goes.

Byrnes and mechanic Jason Resop watch the races from a closed circuit TV in Chambliss’ hangar. They cheer as he makes the gates in near record time, and wince when he misses, always aware of Red Bull roving cameramen.

But there’s not much time before he’s back, refueling immediately, with Byrnes and Resop again at his side.

AMY LABODA

In the off-season, from December through March, there is time for more fun things, such as sky diving (this past year she did her first BASE jump in Norway), and Byrnes has even taken a flight lesson from teammate Resop at Chambliss' ranch. "It went really well and most importantly I had sooooo much fun!" Byrnes wrote in her blog, *The TRW Life*. "I flew a Piper Cherokee, doing turns, stalls, and touch and goes. It was very exciting for me and far less intimidating to be in control of an airplane than I thought it would be."

Chambliss won third in San Diego, first in Detroit, and ultimately third overall in 2008. "We won Detroit and London—but the non-qualification in Budapest took the championship away and that was really hard to swallow because, in our opinion, it was a controversial call. We watched the video repeatedly in slow motion and we just can't see how the call was made. It was a good season in that we finished third, and the year before we'd been fourth, but the championship was lost on that call, we feel," says Byrnes. But with her signature optimism she continues, "Now we have a brand new Edge 540 race plane and we are really excited about the upcoming season. We are fine tuning and shaving off time throughout the course." She's confident this season is the one where Chambliss will reclaim the Championship he took in 2006.



**Above: The 2009 Red Bull Air Race World Championship spans the globe. Below: Off-duty during the Red Bull Air Race Europe tour, Chandoline tries her hand at something new and exciting: base jumping off cliffs in Norway.**

By the time you read this the first Red Bull race of the 2009 season, to be held in Abu Dhabi, will be history, but Chambliss and his crew, led by Byrnes, is at this writing preparing for the insufferable heat, the appreciative crowds, and the exciting camaraderie that is a Red Bull Racing season. Out of the 12 pilots last year, five had female team coordinators. That's not the case for 2009, even though there are 15 pilots (four newbies) and yes, for

the time being those pilots are all men. But that just means there are more opportunities for women in the organization than ever, if you ask Byrnes.

So what's her advice for those who might be interested in a career with Red Bull Air Racing? "I feel like following my passion is what has brought me to where I am today. I never had a traditional kind of job, but that turned into the best decision. I believe very strongly that you should not allow fear to run your life. For me facing fear head on is the most exhilarating thing, and to conquer it is so

COURTESY OF CHANDOLINE BYRNES





empowering. I believe that we can be whoever we want to be and we can do whatever we want to do as long as we work toward our goals and never, ever give up," she emphasizes.

"I have not had any issues of acceptance. The fact that I am a skydiver and I understand aviation and airplanes made it so people accepted me. And people at Red Bull have treated me with a ton of respect," she says.

One thing she knows, says Byrnes, is that she has a tremendous amount of responsibility that comes with her job. "I really thrive on that. And at the end of the day, when you do your job well and you know it was challenging, it is really rewarding." ✈



JEREMIAH KLEIN

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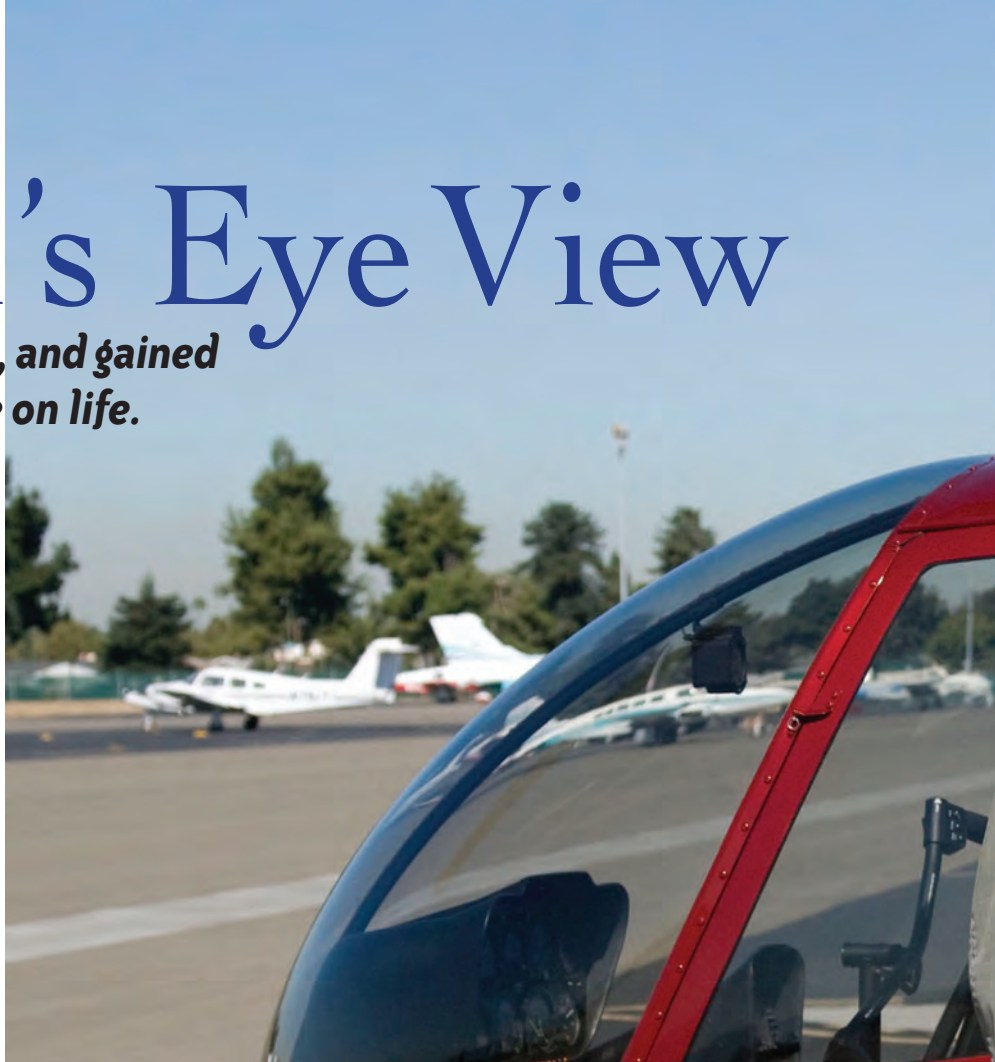
# A Bird's Eye View

**Julie Belanger lost her job, and gained a whole new perspective on life.**

**WAI:** *What interested you in aviation?*

**JB:** I come from a flying family. My mother is a pilot, my brother is a pilot, I'm a pilot and I married a pilot. My father collected antique aircraft and owned a restaurant, the world's largest in its day, seating 2,000 people on three levels, and it was called *The Flying Lady*. There were antique aircraft hanging over the diners in the huge main dining room while more than 100 scale model aircraft "flew" overhead on a moving track. It was an interesting way to grow up.

When the restaurant closed I had a degree in PR and I didn't know what to do. I went away from aviation and I was







My mother is a pilot,  
my brother is a pilot, I'm a pilot and  
I married a pilot.





He asked me to turn around a building and he started criticizing my flying—too fast, too steep—so I said, “Hey, you fly, I’ll take pictures.”





unhappy—it was not a good match. On my 40th birthday I got fired from that job.

**WAI:** *What did you do?*

**JB:** I was devastated. What is left for a woman at 40, I thought? But I picked myself up and started looking around. That's when my husband said, "Why don't we do aerial photography?" I immediately said, "That is the stupidest idea!"

I thought, "How many aerial photographers does the world need, and what would my mother say?" My husband said, "Let's try." I went around to the four aerial photographers

in the area and asked them, how do you do this? Three of them said, "Get out of my office!" The fourth one said, "Okay, here's what you do...."

We borrowed my mother's airplane, we borrowed my brother's camera, and we went flying. The first flight we were going to just try it. My job was to fly and my husband was going to take the pictures. He asked me to turn around a building and he started criticizing my flying—too fast, too steep—so I said, "Hey, you fly, I'll take pictures."

I told him to take me to a mansion I saw ahead and he did a beautiful pylon turn around it. I looked through the view-





It took six **nos** to get a **yes**—a sale.  
And I realized that the nos were a  
gift, because the formula, six to one,  
was so **consistent**.





finder and started snapping. I knew in that moment that I had found my own true passion, taking those pictures from the air.

When we landed he asked me, “Do you think you could get anyone to pay for our aerial pictures?” And I said, “Of course!” My background is sales and public relations.

I got all dressed up, blew up a few of the good photos and went out. I went to anyplace that I figured might want an aerial photograph—someone who’d just had a new roof put on, or a car dealership....I considered myself the cold-call queen. I would dress up in my heels, take my big portfolio, and I was very, very nice to the receptionists.

**WAI: Did that work for you?**

**JB:** It was 1994. And people weren’t doing cold calls. I learned, after a while, that it took six nos to get a yes—a sale. That’s what worked for me. And I realized that the nos were a gift, because the formula, six to one, was so consistent. It didn’t take long to figure out who obviously used aerial photography, and I went to places that no one had thought of. I went to the Golden Gate Bridge (first you have to find the front door of the Golden Gate Bridge, which happens to be in San Rafael, California). We took a lot of aerial photographs for that bridge. Then I went to the San Francisco 49ers football team. Who makes a cold call on a professional football team offering aerial photography? I did it. And they went for it—they hired me to do this great helicopter shoot of their opening day practice. I figured, what’s the worst that can happen—even a no is moving me to my next yes. And I knew that every yes guaranteed that I never had to go back to doing something that I did not want to do for a living again. No more desk jobs.



**WAI: Do you still fly?**

**JB:** Yes...but these days my husband and business partner does the flying and I prefer taking the pictures. He does try to keep me current in our Cessna Cardinal so that if he’s incapacitated in any way I can still fly the airplane back to the airport and land safely. I feel comfortable as the pilot but what I want to do, my passion, is taking the pictures.

**WAI: What is your advice to other women thinking of changing their career into aviation mid-stream?**

**JB:** Don’t be afraid of it! Don’t give up! Count every no as a gift. In my experience people are even too polite to say no. They say, oh, I don’t need it today, or I have to talk to my boss. No one has actually thrown me out of their office!

I dress nicely, and I stand out—it is a positive impression that I project when I walk into an office. And it works. People take the time to talk to me. I am the Executive Director of the Professional Aerial Photographers Association International. There are 400 members, but maybe only a dozen women, total. So there’s room for growth! ➔

.....  
*Julie and Pat Belanger own the 111th Aerial Photography Squadron. They also own **ProAerialVideo.com**, the world’s largest on-line resource for stock aerial footage. Their businesses operate in California.*





DR. PHIL  
PARKER

## HYPOXIA— STILL AN INSIDIOUS THREAT

*I don't fly commercially, but my flight instructor suggested I buy an oxygen monitor to use*

***inflight. Is that really something I should consider?***

Unfortunately there are no simple answers to this question. However, I'll try to give you some background on the threat of hypoxia to help you make an informed decision. The Athens crash of a Helios Boeing 737-300 killing 121 and the 1999 widely publicized crash of the Learjet 35 carrying golfer Payne Stewart serve as striking reminders that hypoxia is still very much a threat in the aviation environment. This is particularly a problem if you become focused on resolving a problem or running emergency procedures and allow yourself to become task saturated which may have occurred with the Helios crash. Much more common is the "jet lagged" feeling or dull headache that many experience after a seemingly routine cross country flight. Identification of your hypoxic signs and symptoms, and quick response to hypoxia before you exceed your time of useful consciousness are the keys to survival.

Just in case a GA pilot like me is reading, do not think that you are immune to the dangers of hypoxia just because you rarely get above 12,000 feet. In fact, you should think about the insidious effects of hypoxia anytime you fly above 10,000 feet or above 5,000 feet at night. As a reminder, hypoxia symptoms are a result of not enough oxygen getting to the tissues. Hypoxic hypoxia caused by decreased partial pressure of oxygen in air at altitude is the condition most of us think about when flying. There is also hypemic hypoxia due to reduced capacity of the blood to carry oxygen (e.g. carbon monoxide poisoning, medication reactions, etc), histotoxic hypoxia due to tissue's inability to take oxygen from the blood (e.g. alcohol, narcotics, or cyanide poisoning), and stagnant hypoxia due to interruption of normal blood flow (e.g. heart failure or even the physiologic effect of pulling gs). Notably any one or more than one of these causes of hypoxia can occur in flight and their effects can be more than additive.

**Here are some factors influencing hypoxia affect:**

- Altitude
- Rate of Ascent
- Duration at Altitude
- Temperature
- Physical Exertion
- Inherent Tolerance
- Fitness
- Acclimatization
- Emotional State

From the factors listed above, you can see that onset of symptoms can be highly variable between individuals and even each airman's experience with hypoxia can vary greatly depending on the exact situation. The stages of hypoxia as illustrated in the chart below show the benefit of supplemental oxygen:

STAGES OF HYPOXIA			
Stage	Breathing Air	Breathing 100% O <sub>2</sub>	Arterial O <sub>2</sub> Saturation (%)
Indifferent	0-10K	34-39K	95-90
Compensatory	10-15K	39-42.5K	90-80
Disturbance	15-20K	42.5-44.8K	80-70
Critical	20-23K	44.8-45.5K	70-60

Of particular importance to GA pilots is that adverse effects on dark adaptation and night vision (especially color vision) can manifest as low as 5,000 feet which can be well below airfield altitude in some cases. EKG changes have also been noted to occur at this altitude. Unfortunately there are sometimes no subjective sensations up to the time of unconsciousness.

One particular concept is Time of Useful Consciousness (TUC), which is the period of time an airman has before useful function is lost and the individual is no longer capable of taking corrective action. The table here shows average TUCs for a good frame of reference, but as noted before a great deal



of individual variation can occur. Bottom line, the higher the altitude, the shorter TUC you would expect.

#### Times of Useful Consciousness at Rest

Altitude	Time of Useful Consciousness
<b>FL 180</b>	<b>20-30 minutes</b>
<b>FL 220</b>	<b>10 minutes</b>
<b>FL 250</b>	<b>3-5 minutes</b>
<b>FL 280</b>	<b>2.5-3 minutes</b>
<b>FL 300</b>	<b>1-2 minutes</b>
<b>FL 350</b>	<b>0.5-1 minutes</b>
<b>FL 400</b>	<b>15-20 seconds</b>
<b>FL 430</b>	<b>9-12 seconds</b>
<b>FL 500 &amp; above</b>	<b>9-12 seconds</b>

A rapid decompression as may have occurred in the Helios tragedy may reduce TUC estimates by as much as 50 percent.

As most pilots are aware, when it comes to hypoxia the best solution is to know your symptoms and remain vigilant. If you can, visit an altitude chamber and take a flight. It gives you the chance to identify your particular reactions to hypoxia and thereby increase your chances of detecting a problem early. The treatment is to get 100% oxygen immediately and descend. Usually recovery is within 15 seconds, but impairment can last for several hours. The best decision is to land and have yourself and your airplane checked out, es-

pecially if you are lucky enough to have a pressurized cabin and wouldn't expect hypoxia to develop.

All of this leads us back to your original question of whether or not to buy an inflight oxygen monitor. In general aviation, I would suggest a personal carbon monoxide (CO) detector as an initial purchase. Problems with CO could fill another column and CO poisoning is equally insidious, and can mimic hypoxia symptoms, but not necessarily respond to supplemental oxygen or descent. Next I would invest in good hypoxia training at a hypobaric facility such as offered by the FAA in Oklahoma City. Then, if your particular type of flying places you at risk, I would certainly consider an oxygen monitor. Make sure to note any potential device limitations specified by the manufacturer such as fingernail polish, etc. Just be prepared to make the additional purchase of a supplemental oxygen system for your airplane once you see how much you are desaturating in flight. ✈

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Dr. Phil Parker (WAI #29733) is the Vice President for military and general aviation safety for Virtual Flight Surgeons Inc. Dr. Parker is also a private pilot. Additional information regarding these topics and others can be found at [www.AviationMedicine.com](http://www.AviationMedicine.com).

Please send your questions about FAA medical issues to Aviation for Women at: [alaboda@wai.org](mailto:alaboda@wai.org)

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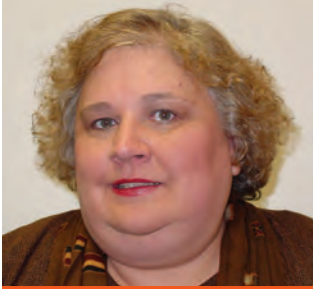
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PATRICIA LUEBKE

## MEET MY FRIEND, ARLYNN

I don't remember when it started, and neither does she. I asked Arlynn McMahon, 2009 CFI of the Year, at this past WAI Conference in Atlanta, Georgia, if she knows how long we've been friends.

This is one of those modern friendships where we were email friends long before we met in person. You may remember the first time you met someone at a party, on vacation or on the

job, but it's harder when you are called on to remember an introductory email from long ago.

At the time Arlynn first contacted me, one of my jobs was editor of a publication written for flight school managers and Arlynn emailed me one day saying she wanted to write an article for the publication. I hear that all the time from would-be writers, and I have compared my experience with other published writers, so I feel confident in saying that for every 10 people who solicit help wanting to be a writer or to get something published, just one of them may come through and actually do it. Seems like it's easier to dream about being a writer than to actually be one.

But Arlynn was different. I gave her the standard run-down of what kind of article I would likely publish from her, but didn't invest a great deal of time, believing that she was probably like the others, who were dreaming rather than doing. A few hours after I sent her my reply, I got another email from her. I saw there was an attachment and thought, "Now what?"

Much to my disbelief (and delight), she had already written her article and was sending it to me, along with her sincere plea that I not go easy on her and assurance that her skin was thick and so I should feel free to give her any feedback, including negative. As editor of this flight school publication, my desire was to present real-life advice from people on the front lines of flight training—the ones sweating in hot airplanes and not philosophical advice from someone sitting

in an office far away from the nearest airport. And that front-line story was exactly what Arlynn sent me.

I replied with a few pointers, but my memory is that it didn't take much work to clean up what she had written, and that was the beginning of Arlynn's regular contributions. She was always cheerful and ready to write and more importantly met every deadline I gave her, sometimes even getting her work in early. She grew to be someone I depended on, and she never let me down.

JOHN SLEMP



The other great attribute Arlynn has is her generosity in sharing with other flight schools resources that she developed. Rather than fearing that other flight schools would copy her great ideas, she encouraged them to copy her, knowing that her good ideas could only improve flight training all over, and that's good for everyone. For example, Arlynn developed an employee evaluation form unique to flight instructors and she was willing to share that information in hope of making it easier to evaluate and keep the best flight instructors. After some time, and, at my urging as I recall, Arlynn contacted other editors and her work soon appeared in other aviation publications, including this one.

We did eventually meet in person (at a WAI Conference, of course!) and our friendship continued. One day, a package arrived in the mail for me with Arlynn's return address. I quickly opened it and it was Arlynn's first book, *Train Like You Fly: A Flight Instructor's Guide to Scenario-Based Training*,



with a beautiful inscription about how I had inspired her to great things.

I was thrilled that she had her own book, but the good news just kept on coming. The week before the Atlanta Conference, I received an email from Arlynn telling me that it hadn't been announced yet, so keep it to myself, but that she was named Certificated Flight Instructor of the Year. For those of you who don't know her, Arlynn is the chief flight instructor, a ground instructor, and the training center manager for Aero-Tech ([www.AeroTech.net](http://www.AeroTech.net)), a Part 141 Cessna Pilot Center at Lexington's Blue Grass Airport (KLEX). Her specialty is training flight instructor candidates, and she is also a designated pilot examiner and an FAA Safety Team representative.

In Atlanta, I had the go ahead to announce Arlynn's news in the *Show Daily* during the 2009 Conference and included in the article the fact that in the 43-year history of the General Aviation Awards program, there have only been seven women who earned this national recognition. Arlynn is the first woman in 14 years to achieve this distinction.

I was thinking that women are so often called on to walk

***In the 43-year  
history of  
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Awards program,  
there have only been  
seven women  
who earned the  
national recognition  
of FAA Certificated  
Flight Instructor  
of the Year.***

for a time with a friend when the world is not a pleasant place, in sickness, in times of job loss, disappointment, unfairness, divorce or dying and sometimes, sadly, a combination of these. That's what women do for each other; we sustain one another when times are tough. But then there's the flip side when we can share in the happiness of a friend and celebrate with them. I remember once, after I had received some sort of accolade, a woman wrote me and said, "I feel that when something good happens to you, it happens to all of us."

And that's how I feel with Arlynn. I am sure Arlynn would be glad to share her honor with the sisterhood of hard-working flight instructors out there, on the front lines, ensuring that the next generation of pilots will be ready.

Interested in being named CFI of the Year? Then go to [www.faa.gov](http://www.faa.gov) and check out the General Aviation Awards

Program, which recognizes outstanding individuals in avionics, flight instruction, and maintenance. ✈

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*Patricia Luebke (WAI #1954) is a free-lance writer and magazine editor living in New York City.*



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**The Logistics Support Division is dedicated to the United Nations goal of gender equality. Women are encouraged to apply.**







SHERRY  
PARSHLEY PhD

## LIFE INSURANCE FOR AVIATION PROFESSIONALS

Life insurance is an essential part of every family's financial plan. This is especially true if you have people relying on your income. This could include your children, your parents, your spouse or siblings. The primary reason people buy life insurance is to replace the income that would be lost with the death of a wage earner. Adequate life insurance

protection could spare your family from having to make serious financial sacrifices.

Keeping in mind this objective, you want a policy that is called term life insurance. Many insurance agents will attempt to convince you to buy cash-value life insurance. They come under many names such as whole life, universal life and variable life. Cash value life insurance is marketed as having the added benefit of providing not just insurance, but also an investment/savings component. But this investment component comes with a hefty price in terms of the premiums charged for these policies. While there are times when these types of policies are a good option, we will consider now that the need is for life insurance that provides for our loved ones in the event of our premature death. Term life insurance is the most appropriate policy for this need.

Term life insurance policies have several advantages over cash value policies. The policy length can be tailored to your needs. The policy lasts for a predetermined period of time (the term). This can be as short as five years or as long as 30 years. If you die during the term, your beneficiaries receive the death benefit, typically tax-free. If you are still alive after the term expires—good for you! You will no longer have life insurance, but that is okay because you will have chosen a policy with a term that matches your needs.

Term life insurance is affordable. The premium is based on your age, your health and the size of your death benefit. A typical 10-year term life policy for a 45-year-old female in good health with a \$250,000 death benefit can be as little as \$200 per year. You should also lock in the

premium with an annual guaranteed renewable term, which means as long as you continue to make your premium payments on time, your premium will not rise from year to year, and the insurance company cannot cancel your policy.

How much insurance do you need? Ideally, you want to have enough coverage so that your dependents can live off the principal. Let's say you have a \$1,000,000 death benefit. If this money were invested in a safe, tax-free bond that earns five percent annual interest, it would earn \$50,000 a year in income.

One simple method of determining how much life insurance you need is the multiple-earnings method, which takes your gross annual earnings and multiplies it by some selected number to arrive at an estimate of adequate life insurance coverage. The rule of thumb used by many life insurance agents is that your insurance coverage should be equal to five to 10 times your current income. For example, if you earn \$75,000 per year, you would need between \$375,000 and \$750,000 of coverage. Although this approach is easy to use, it does not take into account the financial resources you already have, as well as any other resources your family could use (such as another wage earner).

A more detailed approach is the needs analysis method. This method considers both the financial resources and obligations of the insured and his or her dependents. This method involves three steps:

- 1) estimate the total economic resources needed if the individual were to die;
- 2) determine the financial resources that would be available after death, including existing life insurance and Social Security benefits and...

**Most life insurance policies charge an excessive aviation surcharge to pilots. If the policy does not have this surcharge, it normally will contain an Aviation Exclusion Rider that makes the policy void if the insured dies in an aircraft accident.**



3) subtract available resources from the amount needed to calculate how much additional life insurance is required.

Keep in mind that many employers offer life insurance benefits to their employees as part of their benefit package. Typically, there is no charge for coverage that is limited to one or two times your salary. While you may be able to purchase additional coverage through your employer, this coverage is typically more expensive than purchasing insurance on your own. You may need to go through an underwriting process if purchasing on your own to see if you qualify and have any pre-existing conditions. This involves a physical exam and a review of your past medical history. In the event of a pre-existing condition, you may be denied insurance entirely, charged a higher premium, or your coverage may exclude the pre-existing condition.

One of the biggest mistakes people make is to insure only the breadwinner of the family and not insure a stay-at-home parent. This is a mistake because a stay-at-home parent provides childcare and housekeeping services for the family. If then he or she were to die, the breadwinner may need to hire childcare help and a housekeeper so that he or she can continue to work.

Before purchasing life insurance, it is important to research the safety ratings for the insurance company. Since your policy will be in effect for a long time period, typically 10, 20 or even 30 years, you want some assurance that the company will be in business during the term of your policy. Insurance companies have a rating of their financial strength. Companies such as A.M. Best, Moody's and Standard & Poor's provide these ratings and you want a rating of at least A.

You will need to name a beneficiary of your life insurance and have the option to name a secondary beneficiary who would receive the proceeds if the primary beneficiary dies before you. If you are married and name your spouse as your primary beneficiary, the secondary beneficiary would receive the proceeds if you die simultaneously with your spouse.

Most life insurance policies charge an excessive aviation surcharge to pilots for their policies. If the policy does not have this surcharge, it normally will contain an Aviation Exclusion Rider that makes the policy void if the insured dies in an aircraft accident. It is important to find a policy that does not have this surcharge or exclusion. Minnesota Life and the Pilot Insurance Center are two options for life insurance coverage without these limitations.

While our focus has been on term life insurance, which is the right type of coverage for the majority of our needs, there are several other life insurance policies that can provide permanent life insurance and investment options. These types of policies will be the focus of our next issue. ✈

.....  
*Dr. Sherry Parshley is a financial consultant and associate professor of accounting, finance and economics. She is a Certified Management Accountant and Certified Fraud Examiner. Parshley is a commercial pilot, certified flight instructor and co-builder of an RV-8 homebuilt aircraft. She resides in Phoenix, Arizona. Questions for her? Email her at: c462c@aol.com.*



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ARLYNN McMAHON

## FAILURE TO LAUNCH

**“Why won’t anyone hire my daughter?”** The distraught mother on the phone spent \$90,000 for a guaranteed-interview, airline-direct, five-month flight-to-job program for her daughter.

That was nearly two years ago and in the months that followed—despite sending a regular flurry of résumés Daughter had not been granted even one job interview—with the airlines,

with flight schools or anywhere in aviation. I was Daughter’s latest rejection and Mother was desperate to know why.

My flight school hasn’t had good luck with graduates of such rapid-fire programs. Still, Daughter seemed like a person I could befriend—intelligent and passionate about aviation. I pondered what was to become of her and others like her. Could a career flight instructor convince Daughter that flight instruction was a worthy launch pad for a successful career in aviation, even if one’s ultimate goal is to fly for an airline?

I feel obligated to set a good example for maintaining high standards for FAA-certificated flight instructors. But I also want to lend a helping hand to those unprepared for the real world, but who have the desire and the work ethic to improve.

For that reason I decided that I would try to help and after a series of email exchanges, Daughter and I agreed on a plan to improve her situation. The goal was to encourage her to become an aviation-citizen and a top gun flight instructor. Mother approved. We launched.

### Résumés for Success

Most résumés from coached neophyte graduates have a similar look. Using a résumé template assures that employers receive résumés with nearly the same lackluster, with stock goals such as: “To obtain a flight position in the aviation industry.” Don’t let someone else write your résumé, don’t use a template and don’t allow your résumé to look like your classmates’. You want to stand out, to be unique and to be memorable. Consider inserting a small headshot photo. Let your personality show. You have to sell your abilities and you can’t do that sounding dull and routine.

We removed any information that didn’t document her at the top of her game, including knowledge exam scores. Unless yours are better than 95 percent, don’t bother listing

them. Same for your pilot certificate number and medical status. Items such as these are just space fillers. Oh and another thing, by listing hers as an “FAA license,” Daughter documented that she had missed at least one important class (the FAA calls what it gives pilots and mechanics “certificates” and within the certificates you can be “rated” to fly at certain levels).

**Flight School Security Awareness Certificate.** According to the TSA, every instructor is required to have this training, but many CFIs don’t do it during initial flight training. By receiving a completion certificate for this training she demonstrated that she was eager to be work-ready for prospective employers. This training was added to her résumé.

**Achieve the MASTER level of FAA WINGS proficiency.** Half of the WINGS requirements are free. By becoming involved in the WINGS program Daughter demonstrated her knowledge of this program and her support for aviation safety. This too was added to her résumé.

**Become an FAA Safety Team Representative and host an FAA Safety Seminar.** As a FAAST representative, Daughter became networked with other local flight instructors, but she also became networked with advanced resources to use in training students. In hosting a Safety Seminar at her local airport, Daughter was in a position to meet the local aviation movers-and-shakers. She also landed her first flight student as one of the participants hired her to complete the flight portion of WINGS. She added her FAAST designation and the safety seminar to her résumé. Plus, she now had two hours of experience as a flight instructor where she previously had none.

**Attend the local DPE standardization course.** Designated Pilot Examiners are required to participate in annual recurrent training. Any CFI is also invited to attend. It’s free. By joining this all-day event, Daughter was able to meet and greet

**Unless your knowledge exam scores are better than 95%, don’t list them. Same for your pilot certificate number. Items such as these are just space fillers.**



each of the DPEs in her area, many of whom owned flight schools and air taxi operations. She was able to do important networking as well as gain insight into what examiners would look for when her students were preparing for practical exams. She added this training to her résumé.

**Volunteer for an organization such as Angel Flight.** After registering with Angel Flight, a nonprofit that provides flights for those who need to travel for medical treatment, Daughter was quickly called upon to conduct two cross-country flights. A local aircraft owner had donated the use of his aircraft but was unable to fly. Daughter was able to step in with short notice and help out so that the patient got to treatment.

Organizations like Angel Flight are the perfect way to stay proficient while helping someone in need and demonstrating General Aviation's usefulness to the non-flying public. By volunteering for these flights, she showed that she could take control of the flight and be in command of what is sometimes a stressful situation. She added these flights, these solo hours and her volunteerism to her résumé.

There is nothing less appealing to a prospective employer than an applicant who is not current for VFR, IFR, day and night flight. If you don't have the resources to get current then be sure to seek out all possible appropriate volunteer opportunities and fly with them to fix your currency problem, fast.

**About aircraft.** Like most new pilots Daughter was excited to list her hours flown in a CRJ flight simulator and that's fine, but most prospective employers look for a résumé that reflects experience in aircraft similar to their fleet. We revised Daughter's

résumé to reflect hours flown in typical training aircraft so as to be more attractive to flight school managers. We also listed her experience with several kinds of flight training devices.

**Avionics:** Experience in technology is every bit as important as experience in the airframe. We included a section to feature avionics. Proficiency with KLN or GNS is worth noting even if it is a VFR-only unit. Include proficiency in glass cockpits and WAAS approaches. As well, separate line items should reflect experience with different autopilots, electronic charts, TKS, or other technology.

**Other:** Daughter had many out-of-cockpit experiences that were noteworthy. We added her knowledge of computer operating systems and application software, web design, pod casting and other skills that may make Daughter useful to an organization when the weather is too harsh for flying. I can say from firsthand experience that the Chief Instructor usually has a pet project or two on the back burner just waiting for the perfect person to take over.

With these tasks completed and added to her résumé, it finally reflected an instructor who was current, proficient, knowledgeable, and well above the average. We documented her abilities to take control and her willingness to go the extra mile. Mother was proud.

### A Successful First Contact

First contact occurs with the first email. Daughter's original email address did not reflect her full name. Employers aren't quick to open attachments from an email address like

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First contact may be via telephone. As with most people, Daughter had not considered her cell phone to be part of her professional image. We discussed answering her phone with a professional voice and greeting as if each call was the prelude to an interview.

### A Successful Interview

I knew that if Daughter were lucky enough to land a personal interview she'd have to be fully prepared for success. Most aviation employers use pre-employment exams to verify an applicant's knowledge. Because Daughter would probably land her first position as a flight instructor and because it had been a while since she'd looked at standard FAA test questions, I had her bone up online using free test preps. I insisted that she rehearse teaching maneuvers into a tape recorder and then listen to herself. Listening to a tape recording is better than practice teaching on friends—they're usually too nice to tell you how bad you really are.

I wanted Daughter to have all her resources available during the interview. A CFI should have lesson plans, PTS books, FAR/AIM and current FAA handbooks, although, we culled out obsolete resources as many handbooks have been updated recently. I suggested that she use a bag with rollers to carry the load—it looks professional and saves her back.

Mother was thrilled. Daughter got the job and started flying last week for Big Name flight school only 20 miles from

home. She met the flight school owner in DPE class. But more, she was hired at a higher starting pay than her co-workers, reflecting her employer's value of her additional effort.

Daughter is my third similar project and success story. For her, success was measured in her flying job and pay. For me, success was in steering her away from what would have been a lifelong mindset of minimum standards and teaching her to become an aviation citizen—and knowing that she will pass these values on to her students.

Sadly, there have been those new flight instructors I have mentored who didn't follow through; those who just did not feel the extra work was worth it. Daughter reported the extra effort I demanded of her took between 80 and 100 hours. That's more than two weeks of full time sweat and toil. It's a lot, and it's not required by most, but it's respected by most flight school owners I know.

The bottom line is this—aviation is a people industry. Aviation managers and flight school owners feel a responsibility of stewardship for our industry; to grow grass roots aviation; and to keep general aviation strong. We appreciate and hire pilots/instructors who are willing to carry the banner.

But it's also important that we as the industry elders maintain high standards, become mentors and provide opportunities for the right people with the right stuff. ✈

.....  
Arlynn McMahon (WAI #11212) is FAA National Flight Instructor for 2009, the author of *Train Like You Fly*, and Chief Instructor at Aero-Tech in Lexington, Kentucky.

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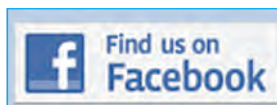
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☐ **Yes, I want to join** Women in Aviation, International (WAI), a nonprofit professional organization that encourages, supports and promotes women in aviation careers and opportunities.

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## Venture and Gain!

Women in Aviation, International invites you to be a part of our joint venture with the Experimental Aircraft Association during the 2009 EAA AirVenture Fly-In to be held at Wittman Field in Oshkosh, Wisconsin, July 22-August 2. WAI and EAA will again host a WomenVenture consortium of Educational Sessions, Theater in the Woods presentations and of course, a gathering of all the women pilots, students or other, participating at the AirVenture show. To find out more—  
[www.airventure.org/attractions/  
womenventure.html](http://www.airventure.org/attractions/womenventure.html)  
and see where you fit in!



## AVIATION CALENDAR



2009

The Calendar of Events is a source of information about industry/organization events. *Italicized calendar items are events at which Women in Aviation, International will be an exhibitor. As dates or locations can change and errors can occur, verify the information before making final plans to attend any of the events. Calendar items should be sent to: Aviation for Women Calendar, 18735 Baseleg Avenue, North Fort Myers, FL 33917; Fax: (239) 567-2271; Email: [alaboda@wai.org](mailto:alaboda@wai.org). Events will be considered on a space available basis.* ➔

### June 3-9

Canadian Women In  
Aviation 10th Biennial  
Conference  
Edmonton, Alberta,  
Canada  
[www.cwia.ca](http://www.cwia.ca)

### July 22-August 2

EAA AirVenture  
Wittman Field  
Oshkosh, Wisconsin  
[www.airventure.org](http://www.airventure.org)

### July 22

Women Soar  
EAA AirVenture Museum  
Oshkosh, Wisconsin  
[www.airventure.org](http://www.airventure.org)

### July 31

WAI Celebrity Breakfast  
EAA AirVenture  
sponsored by Chevron  
Global Aviation  
8:00 a.m.-9:00 a.m.  
\$20 reservation requested  
Nature Center Tent  
Oshkosh, Wisconsin  
[www.wai.org](http://www.wai.org)

### October 20-22

National Business  
Aviation Association  
62nd Annual Meeting  
& Convention  
Orlando, Florida  
[www.nbaa.org](http://www.nbaa.org)

### October 28-31

University Aviation  
Association Fall  
Education Conference  
Wichita, Kansas  
[www.uaa.aero](http://www.uaa.aero)

### November 5-7

AOPA Expo  
Tampa, Florida  
[www.aopa.org](http://www.aopa.org)

Be sure to visit  
[www.wai.org](http://www.wai.org)  
for more  
information

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We would like to thank in advance everyone who applies, as only candidates to be interviewed will be contacted. No telephone inquiries please.



KIM GREEN

## UNEXPECTED TAILWINDS

**Y**ou don't always realize it right away when the wind swings around on you. A number of life's big changes are wind shears—sudden and sometimes catastrophic. But more often, it seems to me, your journey shifts imperceptibly, a strengthening crosswind gradually changing your course. My first International Women in Aviation Conference delivered an icy blast

from a distant eastern land, directly on the tail. In 2002, the Conference came to Nashville, where I live, and I headed to the Opryland Hotel armed with recorder and microphone. I'd pitched a story about WAI to the local public radio station, my first-ever story for radio, and the beginning of my life as a journalist.

The piece finished and filed, I settled in to enjoy the Conference, an extraordinary experience for all first-timers, I'll venture. And then, I started hearing talk of a couple of Russian pilots in attendance, one of them a WWII veteran!

My ears perked up. I'd studied Russian in college and spent a semester in Moscow during the final months of the Soviet Union. I loved the place but hadn't had a chance to return since 1991. For most of the mid-90s, I'd devoted my energies and finances to turning myself into a pilot and flight instructor, letting my hard-won Russian skills fall into ruin.

I quickly caught up to the Russians: one Galina Korchuganova, world aerobatic champion and founding president of Aviatrix, a Russian women's aviation organization; and Galina Brok-Beltsova, a navigator with the 125th Guards Dive Bomber Regiment during WWII.

I spent the rest of the weekend as assistant-host to those amazing women, struggling to resurrect my disused Russian. The whirlwind tour of Nashville culminated in an epic dinner, replete with the standard escalating series of effusive Russian toasts—Korchuganova in a new cowboy hat she'd just bought, Brok-Beltsova bristling with medals. (It is truly miraculous how much vodka an elderly female WWII veteran can consume and still remain not only coherent, but highly articulate.) That night reminded me of everything I loved about Russia. I felt I'd finally re-connected with the place.

In the years that followed, I stayed in touch with the women of Aviatrix. In the summer of 2005, I saw an Aviatrix Forum coming up, and decided it was time to go back to Moscow. I called my friend Elizabeth Brock, who often hosts the Russian pilots at WAI Conferences, and asked her whether she was planning to go.

"I can't make it," she said, "but it's funny you should call me. I may have a project for you." If I'd glanced down at my life-GPS at that moment, I'd probably have noticed myself gathering groundspeed.

It turned out Elizabeth and translator Margarita Ponomaryova had been working for several years to get a memoir by one of the veterans published, but the manuscript needed some work. Would I be willing to help translate and edit it? Let's see, a book project that united my love of Russia, writing, WWII history, aviation, and strong women? Could I help out with that? I certainly hoped I could.

On a crisp September day in 2005, Margarita, my husband Hal, and I climbed a musty, dark stairwell to the modest Moscow apartment of Anna Timofeyeva-Yegorova, WWII-veteran ground-attack pilot of the Ilyushin-2 "Shturmovik" and winner of the Hero of the Soviet Union award for her combat exploits. A sumptuous tableful of treats greeted us in the cheerful dining room, and Yegorova shared her astonishing life story as we took turns sipping homemade vodka out of a canteen. "Just like our rations during the war!" she laughed.

Yegorova's eyes shone as she paged through old photographs, telling tales. She recalled being shot down, injured, and interned in a Nazi concentration camp. But when she arrived at the story of her interrogation and treatment after the war by the Soviet secret police, she could not go on.

Yegorova turned 90 last September, and remembering how the Soviets treated their own soldiers who'd been POWs angers her almost to the point of tears. Listening to Yegorova's stories of catastrophe and personal loss, of sacrifice, unendurable pain, and death, I understood that heroism isn't simple. This towering woman before me was not superhuman, just a better version of a normal human—one who eyed the so-called "impossible" with deep suspicion.

At that moment, when Yegorova's memories became too much for her, even if Margarita and I had wanted to say no to her, even if we had to admit that the rather large and intimidating task that lay before us might just be beyond our abilities, there was simply no saying, "I can't do it" to this woman who could, and did. The rest...is history. ➔

.....  
*Kim Green (WAI #11345) kept her promise, co-translating (with Margarita Ponomaryova) and editing "Red Sky, Black Death: A Soviet Woman Pilot's Memoir of the Eastern Front." First copies premiered, and sold out, at the WAI Conference in Atlanta.*



Patty Wagstaff  
Patty Wagstaff Airshows Inc.  
National Aviation Hall  
of Fame Inductee  
Aerobatic Champion  
Typical Pilot  
FLYING® Reader

“If I can do it, anyone can do it.”

Anyone can do what? Win the U.S. National Aerobatic Championship three times? Have their airplane enshrined in the Air & Space Museum? Be inducted into the Aviation Hall of Fame? Actually, Patty Wagstaff is talking about something more basic and far more important as far as she is concerned. It's a theme she constantly repeats, especially to other women. “Aviation changed my life dramatically from the day I first soloed. It gave me the confidence in myself that I needed to face life's challenges and helped me attain my personal and professional goals.”

### *Learning To Fly Is Learning To Live*

Most people who don't fly believe it's something that only a select few can do. Superhumans with laser vision, Einstein

brains and blinding white teeth. She says, “When I tell people, ‘If I can do it, you can do it,’ it's true. I'm not any different than a lot of people. People will ask me if it's too late to learn to fly. No it's not. You'll be a lot better at it.”

### *What Sets Her Apart Brings Us All Together*

You may look at Patty and think she's one in a million, but the point is that all women in aviation are like Patty. You don't have to fly for a living to be crazy about it. You don't have to be well-known to feel that aviation makes you different from the rest of the world. “What's so neat about it is there's room for everyone to create her own niche. It attracts women with energy and drive, all winners like you.”

### *She reads FLYING every month*

There's something else that Patty has in common with most women in aviation. She reads *FLYING* every month, so should you. “I always tell people to read *FLYING*. I've learned a ton from it over the years and I still learn from every issue.”

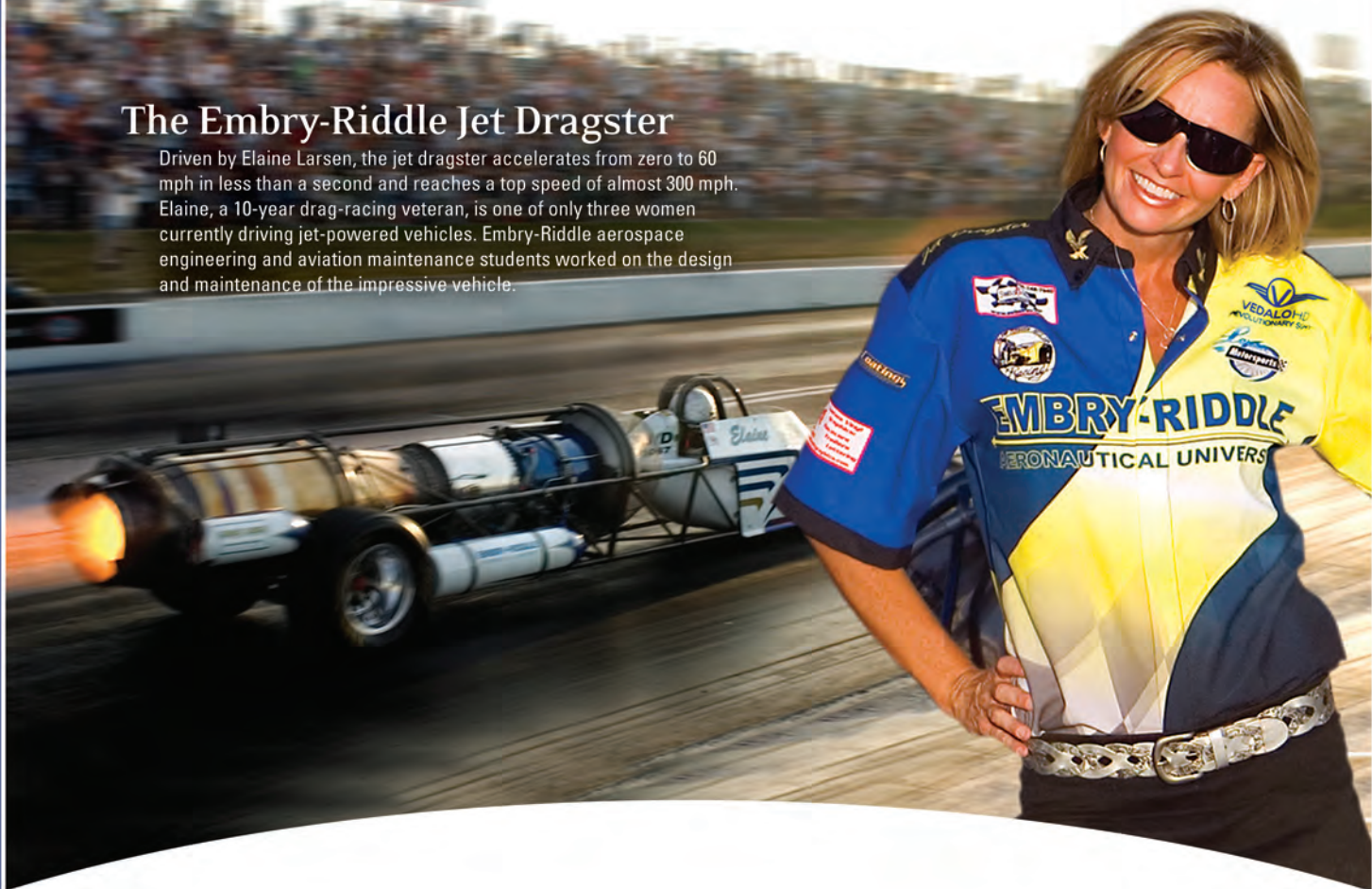


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